

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**LISTING OF CLAIMS:**

Claim 1 (currently amended): A split connecting rod that holds a crank-pin through a bearing having a first protrusion and a second protrusion, comprising:

- a first locking groove that locks the first protrusion of said bearing when said bearing rotates forward in a circumferential direction of a crank-pin hole;
- a second locking groove that locks the second protrusion of said bearing when said bearing rotates backward in the circumferential direction of the crank-pin hole; and
- a large end portion including a rod portion and a cap portion; wherein said first locking groove and said second locking groove are offset deviated from each other in said circumferential direction; ~~and~~

said first locking groove and said second locking groove are arranged to extend over both of the rod portion and the cap portion when the large end portion is fractured and split into said rod portion and said cap portion; and

said first locking groove is sized so as to be capable of receiving said first protrusion along substantially an entire length of said first locking groove and said second locking groove is sized so as to be capable of receiving said second protrusion along substantially an entire length of said second locking groove.

Claim 2 (currently amended): The split connecting rod according to claim 1, wherein said first locking groove is offset deviated to said rod portion side and said second locking groove is offset deviated to said cap portion side.

Claim 3 (previously presented): The split connecting rod according to claim 1, wherein when said bearing is split, said first protrusion locked by said first locking

groove and said second protrusion locked by said second locking groove are arranged separately on separate portions of said bearing that has been split.

Claim 4 (previously presented): The split connecting rod according to claim 1, wherein the bearing is substantially ring-shaped and disposed on an inner circumferential surface of the crank-pin hole.

Claim 5 (previously presented): The split connecting rod according to claim 1, wherein the bearing includes a rod portion and a cap portion which are divided along a splitting line of said bearing.

Claim 6 (previously presented): The split connecting rod according to claim 5, further comprising at least two of the first locking grooves provided on a first side of the splitting line and at least two of the second locking grooves provided on a second side of the splitting line.

Claim 7 (previously presented): The split connecting rod according to claim 1, wherein the first and second locking grooves are substantially arc-shaped.

Claim 8 (previously presented): The split connecting rod according to claim 1, wherein the first and second protrusions are locking lugs.

Claim 9 (previously presented): The split connecting rod according to claim 1, wherein the first and second locking grooves are arranged to prevent the bearing from moving in said circumferential direction.

Claim 10 (previously presented): The split connecting rod according to claim 1, wherein a valley is formed on said inner circumferential surface of the crank-pin hole,

the valley includes a base portion, and a fracture starting point groove formed at the base portion of said valley.

Claim 11 (previously presented): The split connecting rod according to claim 10, wherein a width of said fracture starting point groove is less than a width of said valley.

Claim 12 (previously presented): The split connecting rod according to claim 1, wherein the split connecting rod is a nut-less connecting rod that is made of one of a forged material, a cast material and a sintered material.

Claim 13 (previously presented): The split connecting rod according to claim 10, further comprising a small end portion, wherein the large end portion includes the valley and the fracture starting point groove is formed in the large end portion.

Claim 14 (previously presented): The split connecting rod according to claim 10, wherein a pair of the fracture starting point grooves are formed on the inner circumferential surface of the crank-pin hole.

Claim 15 (previously presented): The split connecting rod according to claim 10, wherein the valley includes a pair of sloped portions.

Claim 16 (previously presented): The split connecting rod according to claim 15, wherein the sloped portions define chamfers for guiding the bearing.

Claim 17 (previously presented): The split connecting rod according to claim 15, wherein the sloped portions have curved shapes.

Claim 18 (previously presented): The split connecting rod according to claim 15, wherein the sloped portions have swelled, rounded shapes.

Claim 19 (previously presented): The split connecting rod according to claim 10, wherein the valley has a concave shape in an upper corner thereof.

Claim 20 (previously presented): The split connecting rod according to claim 10, wherein the valley has a rectilinear shape in an upper corner thereof.

Claim 21 (previously presented): An engine comprising the split connecting rod according to claim 1.

Claim 22 (previously presented): A vehicle comprising the split connecting rod according to claim 1.

Claim 23 (previously presented): The split connecting rod according to claim 1, wherein the first locking groove and the second locking groove are arranged inwardly from an edge of the crank-pin hole in an axial direction of the crank-pin hole.

Claim 24 (previously presented): The split connecting rod according to claim 1, wherein the first and second locking grooves are arranged to prevent the bearing from moving in an axial direction of the crank-pin hole.

Claims 25-33 (canceled).